BookletChart™

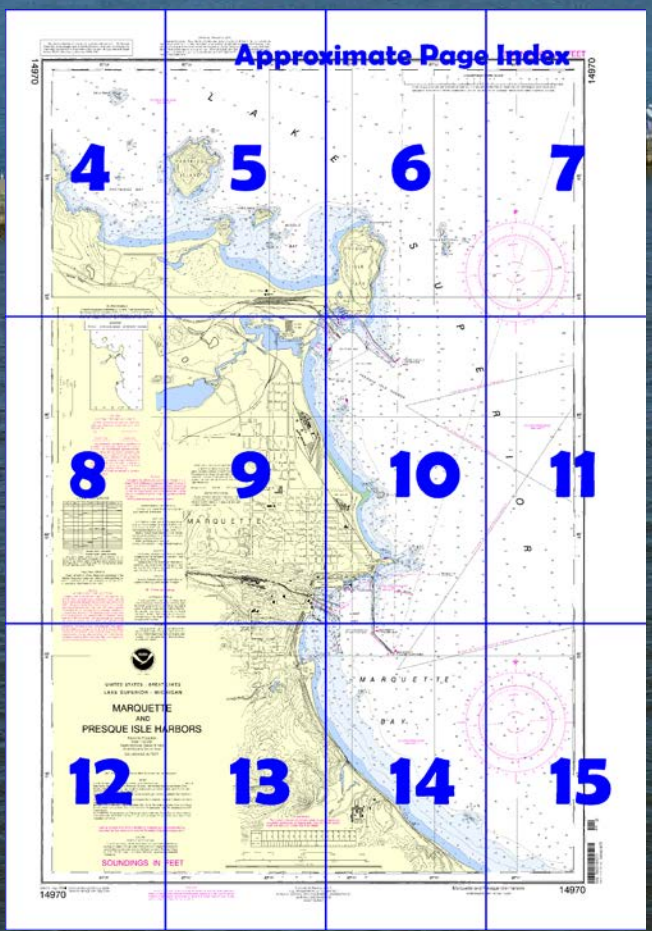
Marquette and Presque Isle Harbors

NOAA Chart 14970

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14970

(Selected Excerpts from Coast Pilot).
Au Train Bay is the bight between Au Train Point and **Au Train Island,** 5 miles W. Au Train Island is 1.1 miles N of the mainland point that forms the W side of the bay. A shoal, with a depth of 10 feet near the outer end, extends 1.3 miles NE from the point. Around the remainder of Au Train Bay, deep water is within 0.5 mile of shore. Shoals with depths of 18 and 11 feet near the outer edges extend 1.2 miles N and 0.6 mile W from Au Train Island, respectively.
Shelter Bay is the bight between Au Train Island and the mainland shore 2.1 miles W. A 17-foot shoal is in the middle of the bay, 0.9 mile W of Au Train Island. The W shore of the bay is bluff and has deep water within 0.2 to 0.6 mile.
From Shelter Bay, the shore becomes low and rocky for 2 miles NW to **Laughing Fish Point** 46°32.0'N., 87°01.2'W.), 11.7 miles NW of Au Train Point. From Laughing Fish Point, the shoreline continues low and rocky and trends SW for 5 miles to the mouth of **Sand River,** thence W for 12 miles to the mouth of **Chocolay River,** and thence become bluff again for 3 miles NW to **Lighthouse Point. Shot Point,** 3 miles W of Sand River, juts 1 mile N into the lake. Shoals extend 1 mile N in the vicinity of Laughing Fish Point and at Shot Point. Otherwise, deep water is within 0.7 mile of shore in this stretch. A group of rocks awash, marked by a buoy, is near the outer edge of the shoal border 0.8 mile NW of the mouth of Chocolay River. **Marquette Bay** is the bight formed between the mouth of Chocolay River and Lighthouse Point.
Marquette Harbor, also known as **Marquette Lower Harbor,** is on the NW side of Marquette Bay, about 35 miles W of Grand Island Harbor, the nearest safe harbor to the E. The town of **Marquette, Mich.,** fronts on the harbor and is a base for commercial fishermen. Coal and caustic soda are received in the harbor.
Marquette Light (46°32.8'N., 87°22.6'W.), 77 feet above the water, is shown from a red square tower on a dwelling on Lighthouse Point.
Marquette Coast Guard Station is on the NE side of the harbor basin at the inner end of the breakwater.
Mooring to the breakwater is prohibited. Limited emergency mooring is available at the inner end of the northernmost dock ruins in the NW corner of the harbor. Gasoline, water, electricity, and ice are available. Repairs are available at a 50-ton marine railway at the N end of the basin.
From Lighthouse Point, the shore is low and rocky for 2 miles N to Presque Isle Harbor. A shoal bank, with bare rocks near the outer end, extends 0.25 mile E from Lighthouse Point. A rock awash is 150 feet E of the point. The NE edge of the shoal bank is marked by a buoy. **Picnic Rocks,** a group of small rock islands, is 0.7 mile N of Marquette Light. A stack 0.3 mile SW and a chimney 0.9 mile NW of Picnic Rocks are prominent.
Presque Isle Harbor, also known as **Marquette Upper Harbor** or as **North Harbor,** is an indentation in the shore N of Marquette Harbor protected on the N side by Presque Isle Point. The two northernmost stacks of the powerplant on the W shore of the harbor are prominent.
Presque Isle Harbor Breakwater Light (46°34.5'N., 87°22.5'W.), 56 feet above the water, is shown from a white cylindrical tower on a white octagonal building on the outer end of the breakwater that encloses the harbor; a fog signal is at the light.
A small-craft basin developed by the Michigan State Waterways Commission is NE of the merchandise dock. In 1978, the basin had reported depths of 5 to 6 feet. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out facilities, launching ramps, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9.
Marquette Harbor. Anchorage.–The harbor basin affords good anchorage. It is reported that vessels also sometimes anchor SW of the outer end of the breakwater.
A special anchorage is at the N end of the harbor. (See **33 CFR 110.1 and 110.80b,** chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

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Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Marquette, MI	KIG-66	162.44 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.554" southward and 0.779." westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

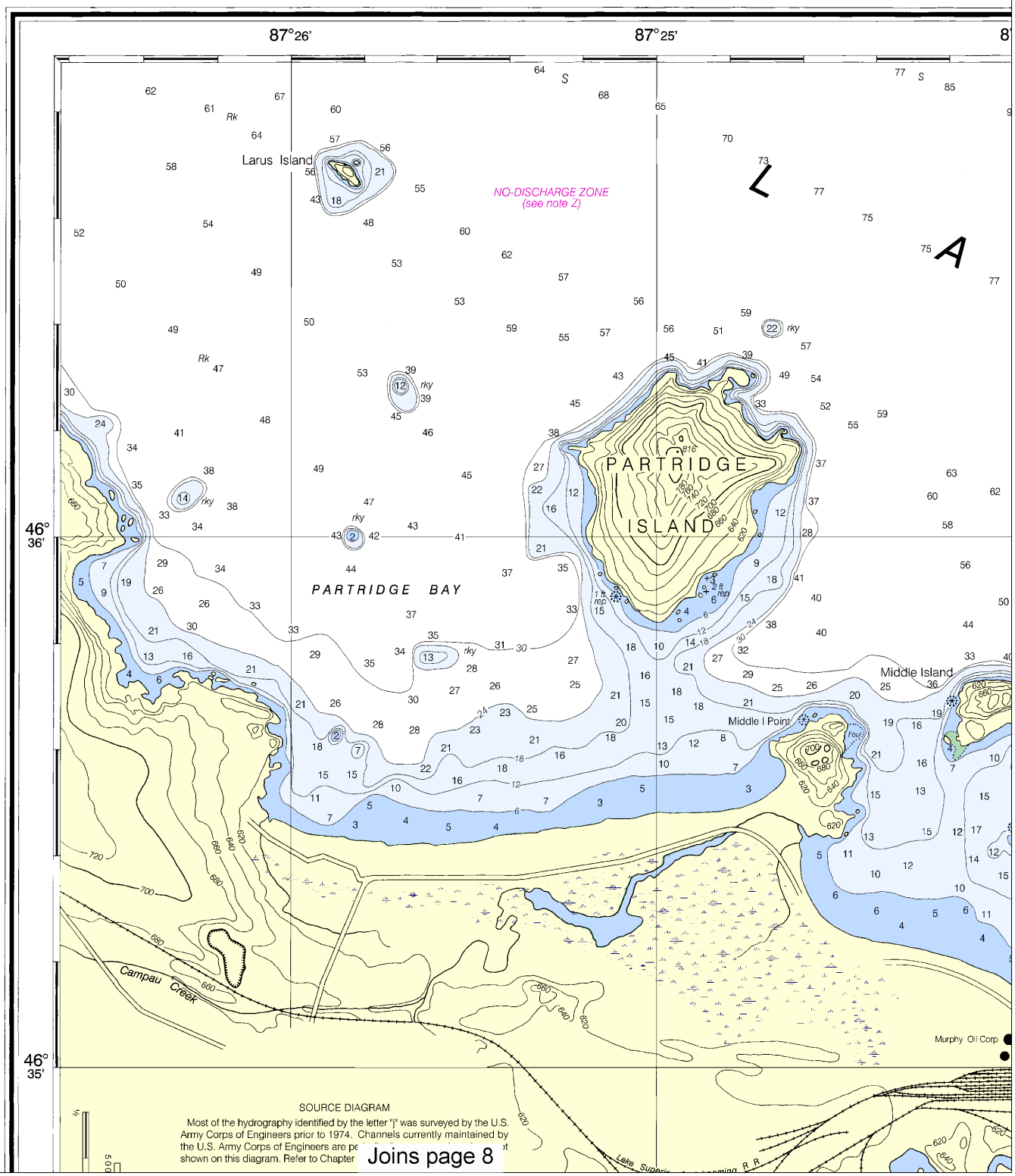
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Marin and critical corrections. Charts are printed when ordered using Print-on-Demand technology. N Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart ag about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.g help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, help@OceanGrafix.com.

14970



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

0 1

Yards

500 0 500 1000 1500

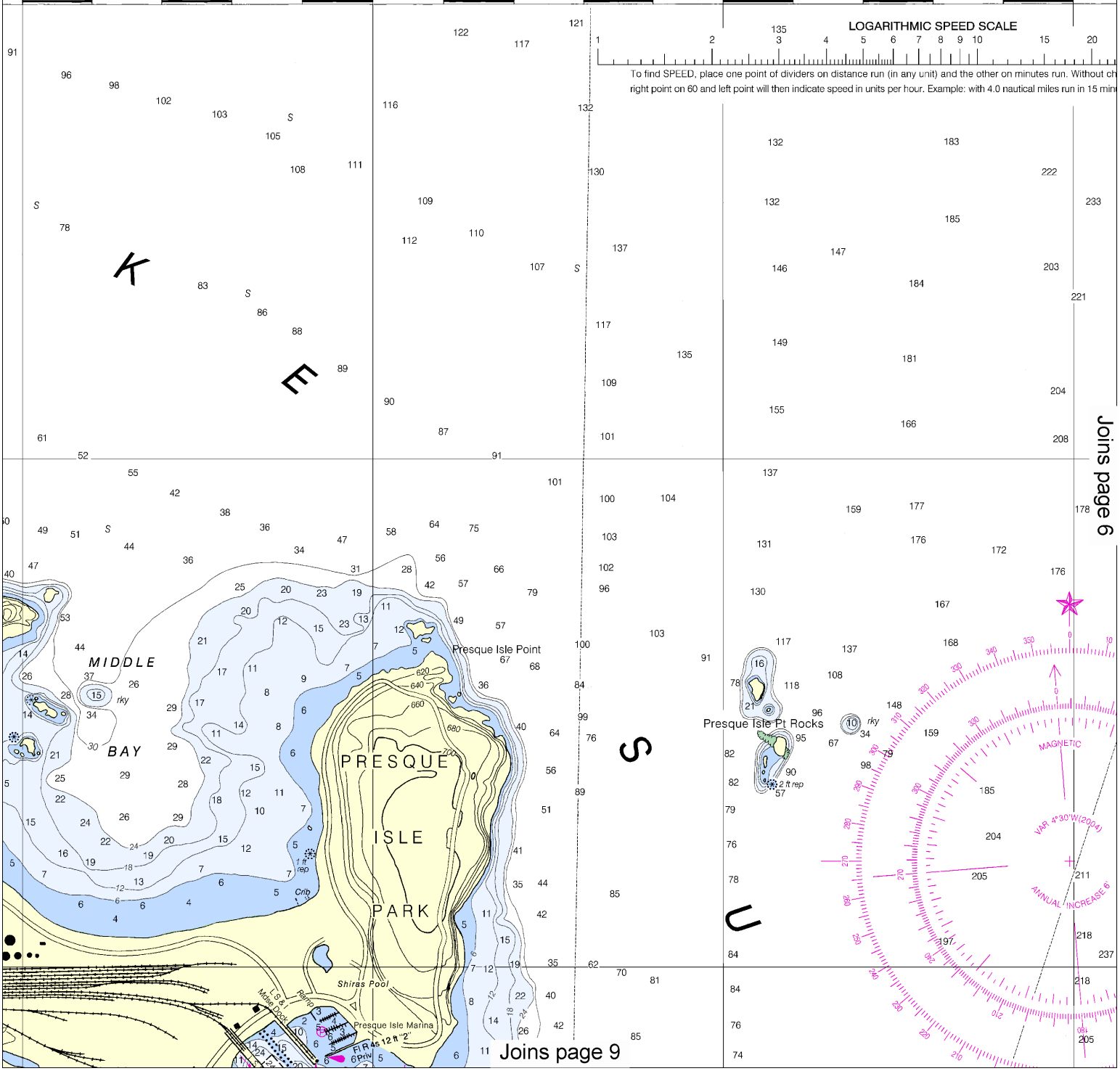
See Note on page 5.

Formerly LS 935, 1st Ed., 1860 KAPP 1527

87°24' 87°23' 87°22' 87°21'

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without ch
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 min



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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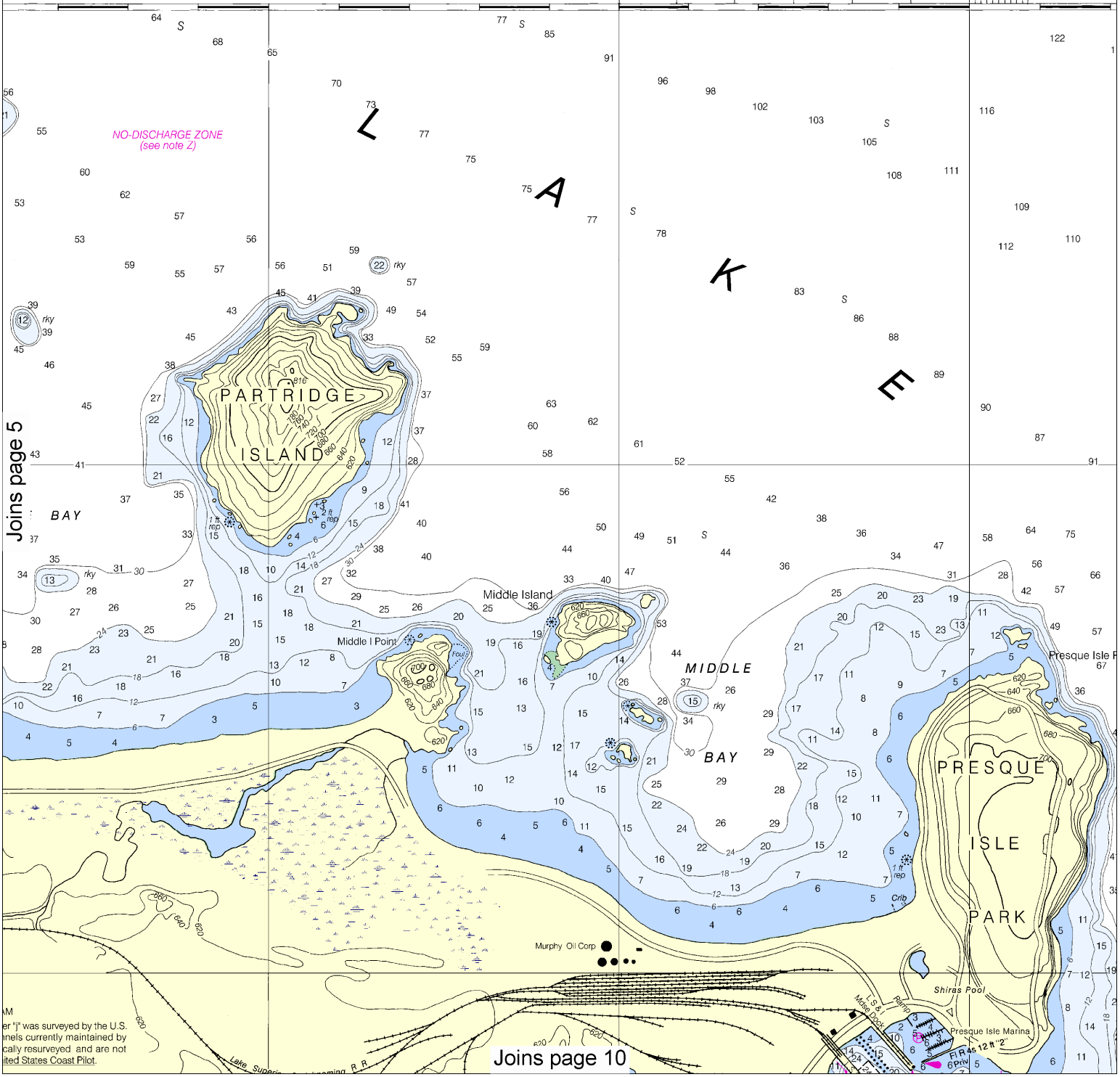
87°25' 87°24' 87°23'



...er "j" was surveyed by the U.S. ...nnels currently maintained by ...cally resurveyed and are not ...ited States Coast Pilot.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

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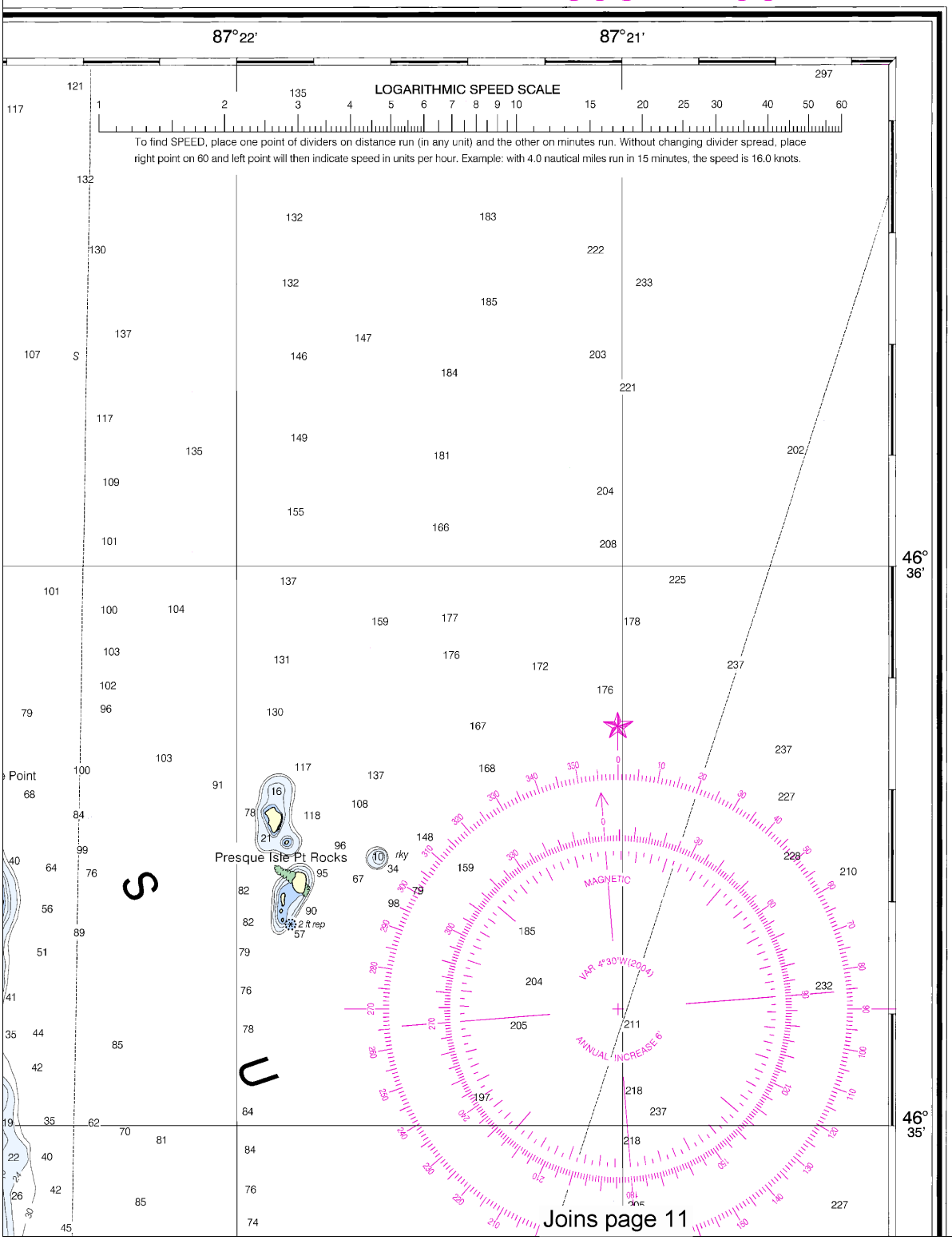
SOUNDINGS IN FEET

14970



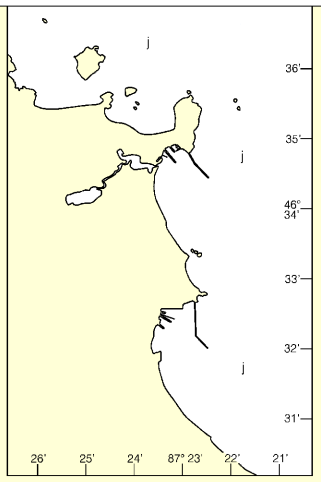
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

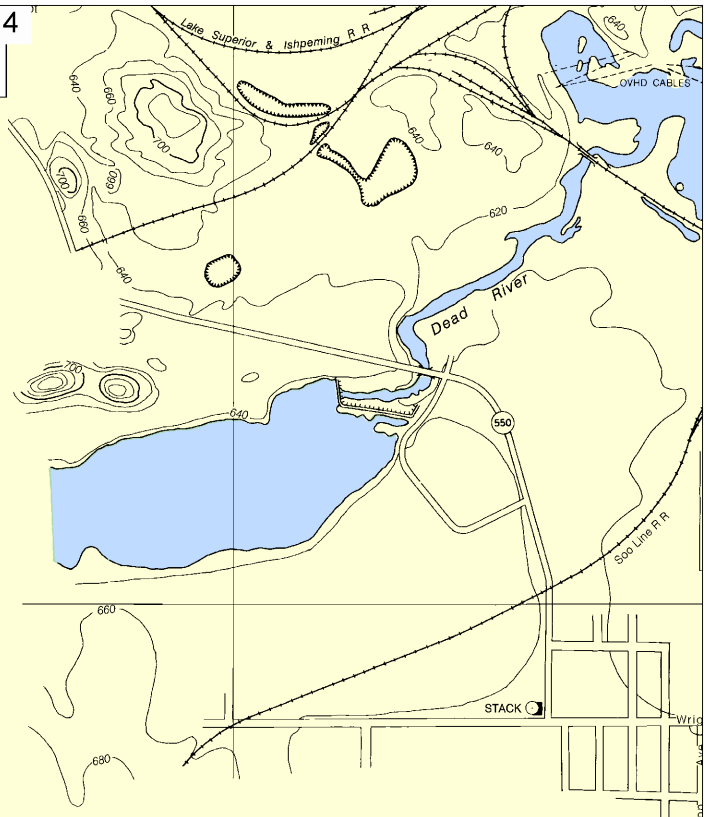
the U.S. Army Corps of Engineers are pe… shown on this diagram. Refer to Chapter …

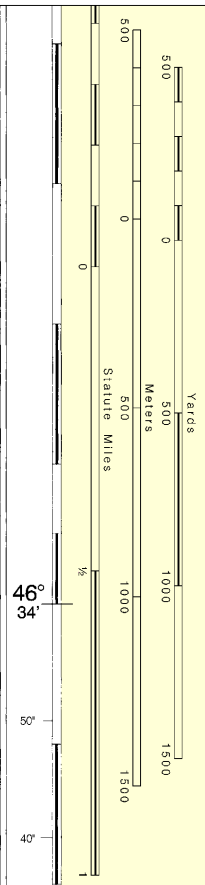
Joins page 4

SOURCE

j Pre-1974 Lake Survey Surveys partial bottom coverage







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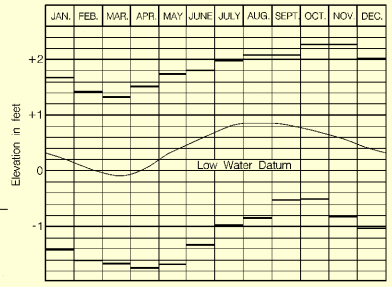
LAKE SUPERIOR



Average levels (1994-2003)

Extreme Levels (period of record)

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Joins page 12

SUPPLEMENTAL INFORMATION

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Ⓟ Pump-out facilities

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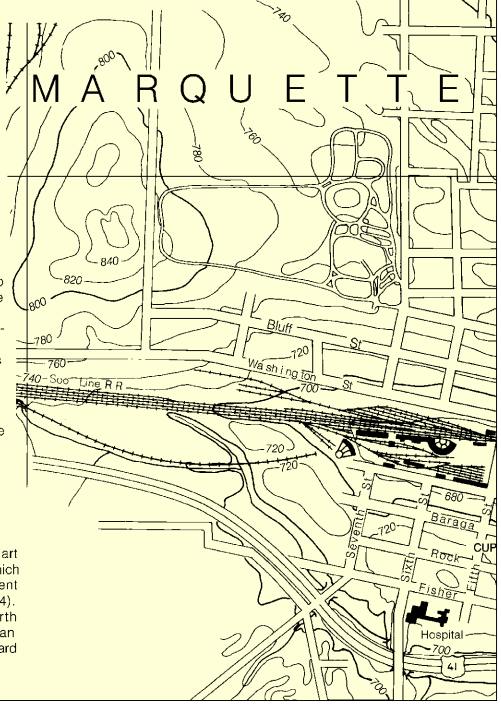


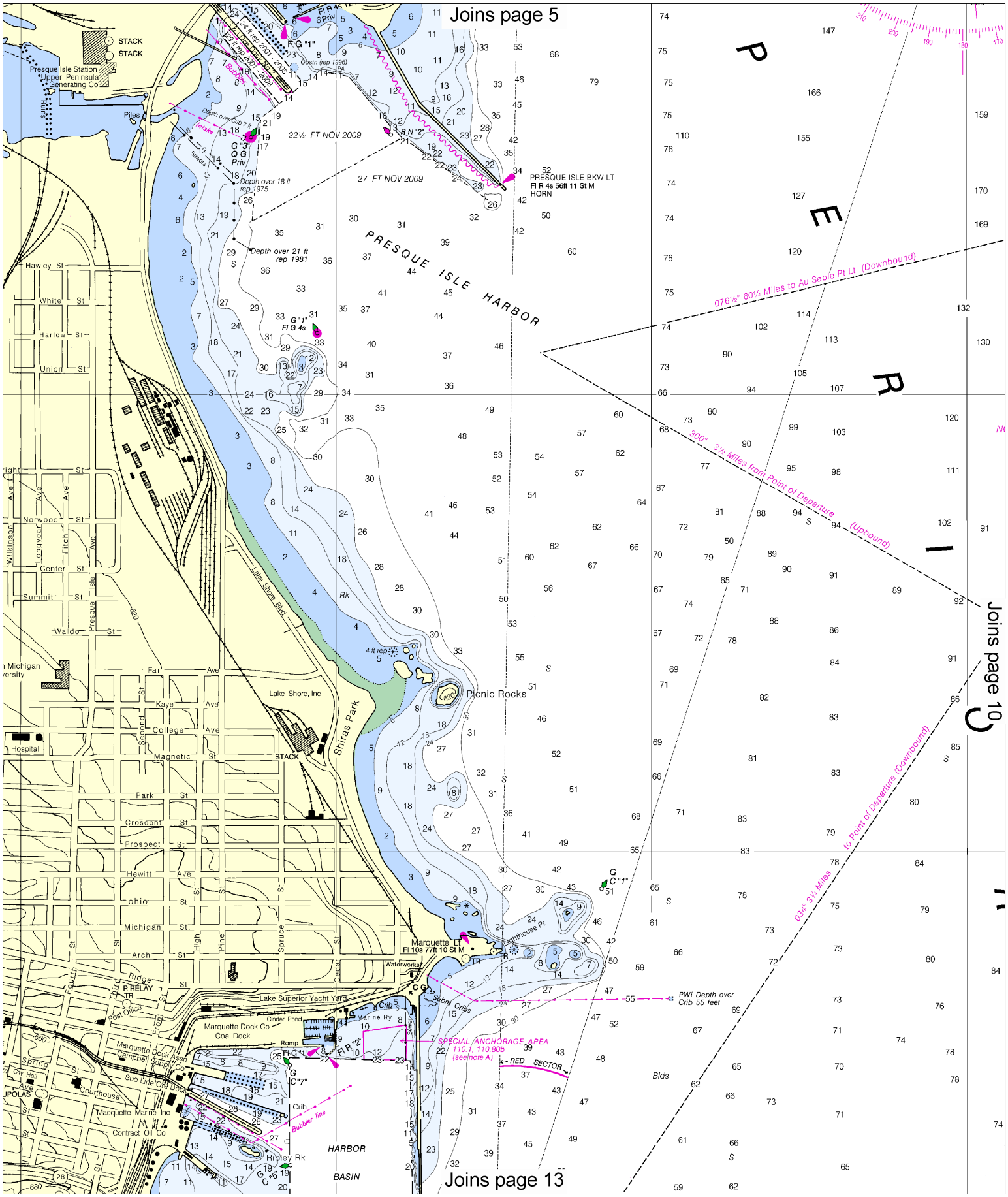
Note: Chart grid lines are aligned with true north.

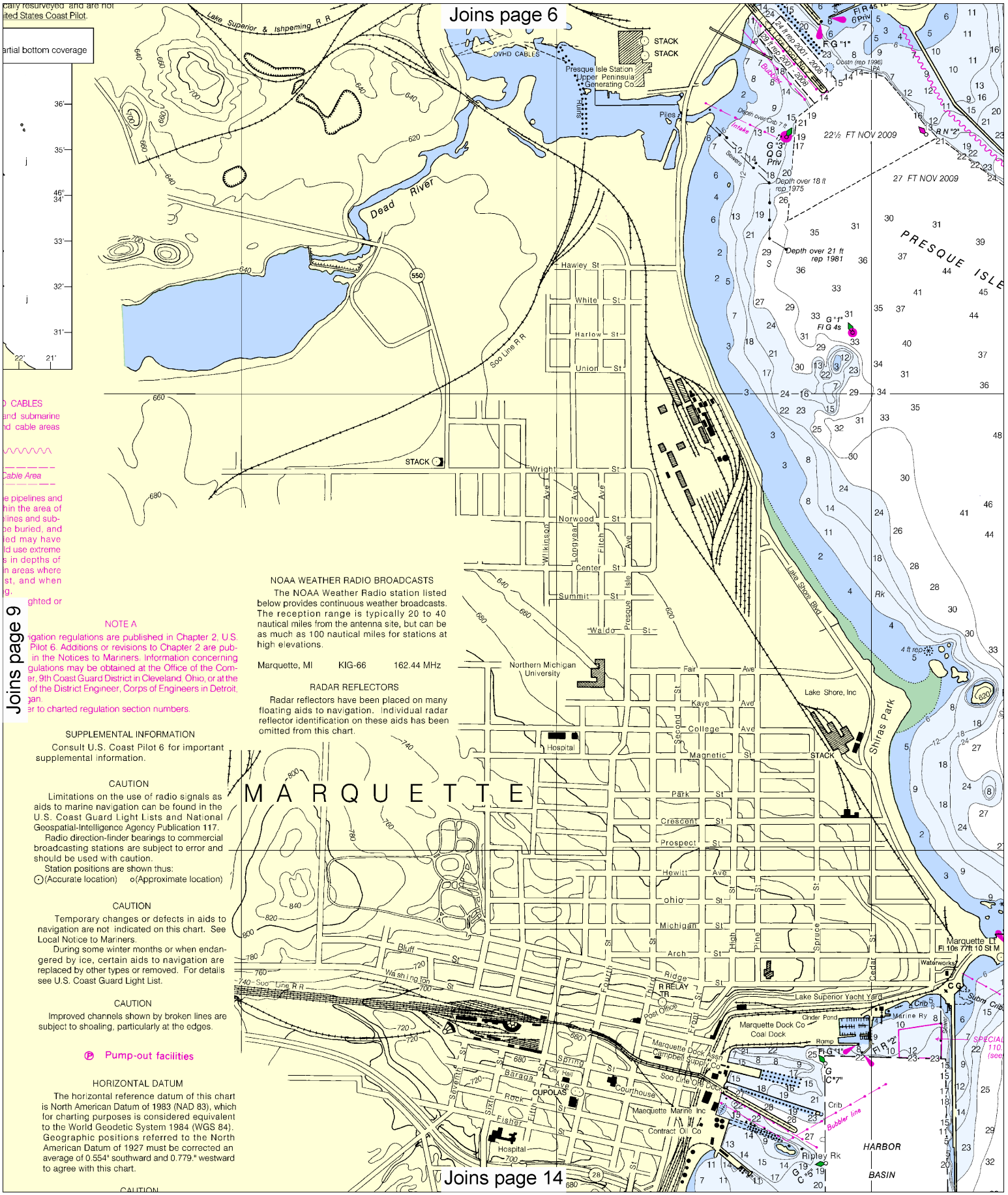
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.


Joins page 5
PRESQUE ISLE HARBOR
PRESQUE ISLE BKW LT
Fl R 4s 56ft 11 St M
HORN
22½ FT NOV 2009
27 FT NOV 2009
Depth over 21 ft
rep 1981
Depth over 18 ft
rep 1975
Depth over Crib 7 ft
Intake
Bubblers
Presque Isle Station
Upper Peninsula
Generating Co
STACK
Piles
Hawley St
White St
Harlow St
Union St
Norwood St
Center St
Summit St
Waldo St
Fair Ave
Kaye Ave
College Ave
Magnetic St
Park St
Crescent St
Prospect St
Hewitt Ave
Ohio St
Michigan St
Arch St
Ridge St
Lake Shore Blvd
Lake Shore, Inc
Shiras Park
Picnic Rocks
Hospital
Marquette Lt
Fl 10s 77ft 10 St M
Waterworks
Lighthouse Pl
Lake Superior Yacht Yard
Cinder Pond
Marine Ry
Marquette Dock Co
Coal Dock
Ramp
Crib
Submr Cribs
PWI Depth over
Crib 55 feet
SPECIAL ANCHORAGE AREA
110.1, 110.80b
(see note A)
RED SECTOR
Bubbler line
Courthouse
Marquette Marine Inc
Contract Oil Co
Ripley Rk
HARBOR
BASIN
076½° 60¼ Miles to Au Sable Pt Lt (Downbound)
300° 3½ Miles from Point of Departure (Upbound)
034° 3½ Miles to Point of Departure (Downbound)
Joins page 10
Joins page 13



partial bottom coverage

CABLES
and submarine
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Cable Area

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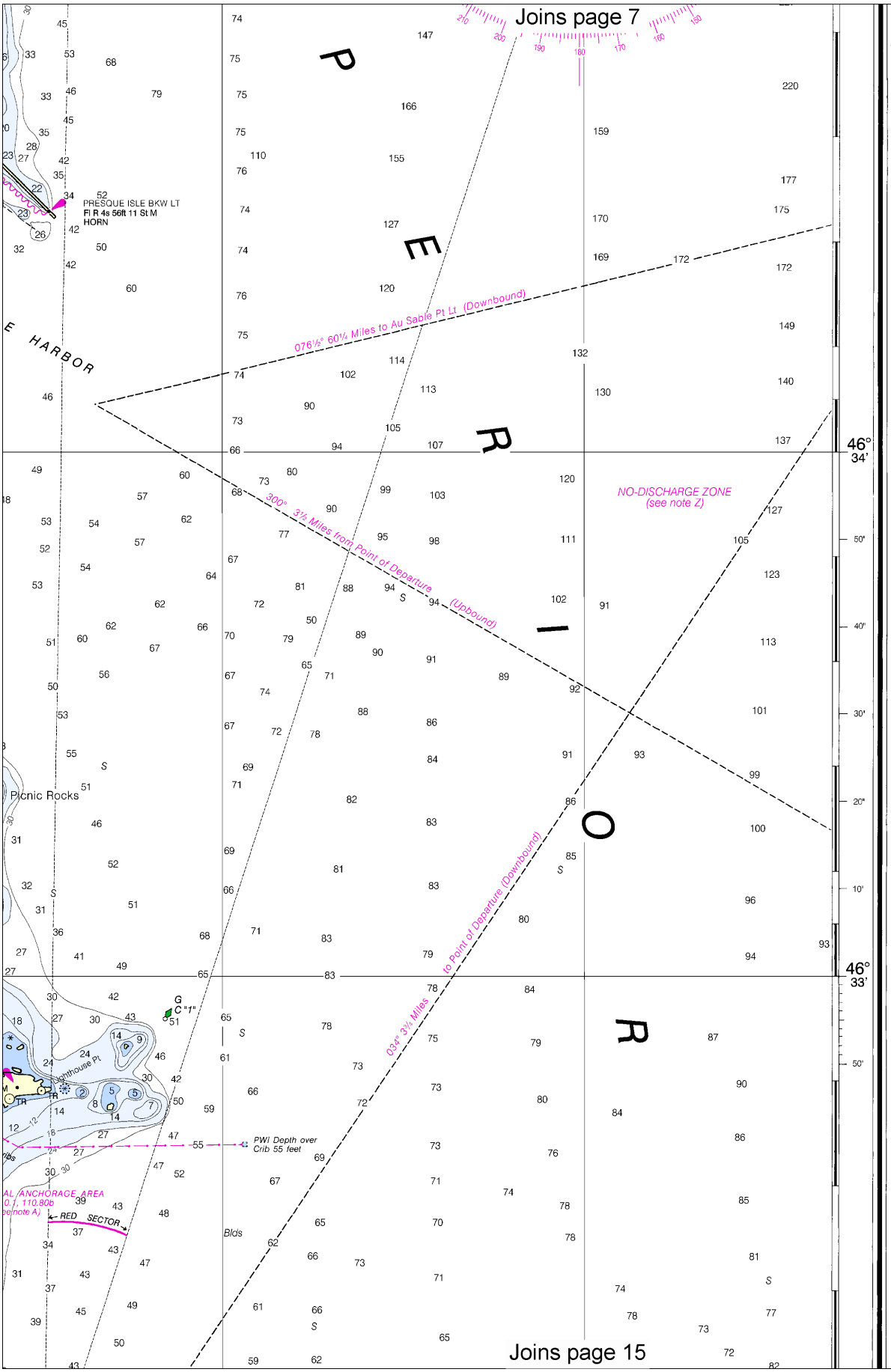
Joins page 7
PRESQUE ISLE BKW LT
Fl R 4s 56ft 11 St M
HORN
076½° 60¼ Miles to Au Sable Pt Lt (Downbound)
300° 3½ Miles from Point of Departure (Upbound)
NO-DISCHARGE ZONE
(see note Z)
034° 3¾ Miles to Point of Departure (Downbound)
PWI Depth over
Crib 55 feet
RED SECTOR
Picnic Rocks
Lighthouse Pt
Joins page 15
46° 34'
46° 33'

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Joins page 8

chart.

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NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE SUPERIOR - MICHIGAN

MARQUETTE
AND
PRESQUE ISLE HARBORS

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SOUNDINGS IN FEET

46° 32'
46° 31'
87°26'
87°25'

Orianna Brook
Biemhuber
Genesee
Adams
Hampton
Tank
Mount Mesnard
S'PIPE

FATHOMS
FEET
METERS

500
500

26th Ed., Aug. /04 ■ Corrected through NM Aug. 28/04
Corrected through LNM Aug.17/04
14970

CAUTION

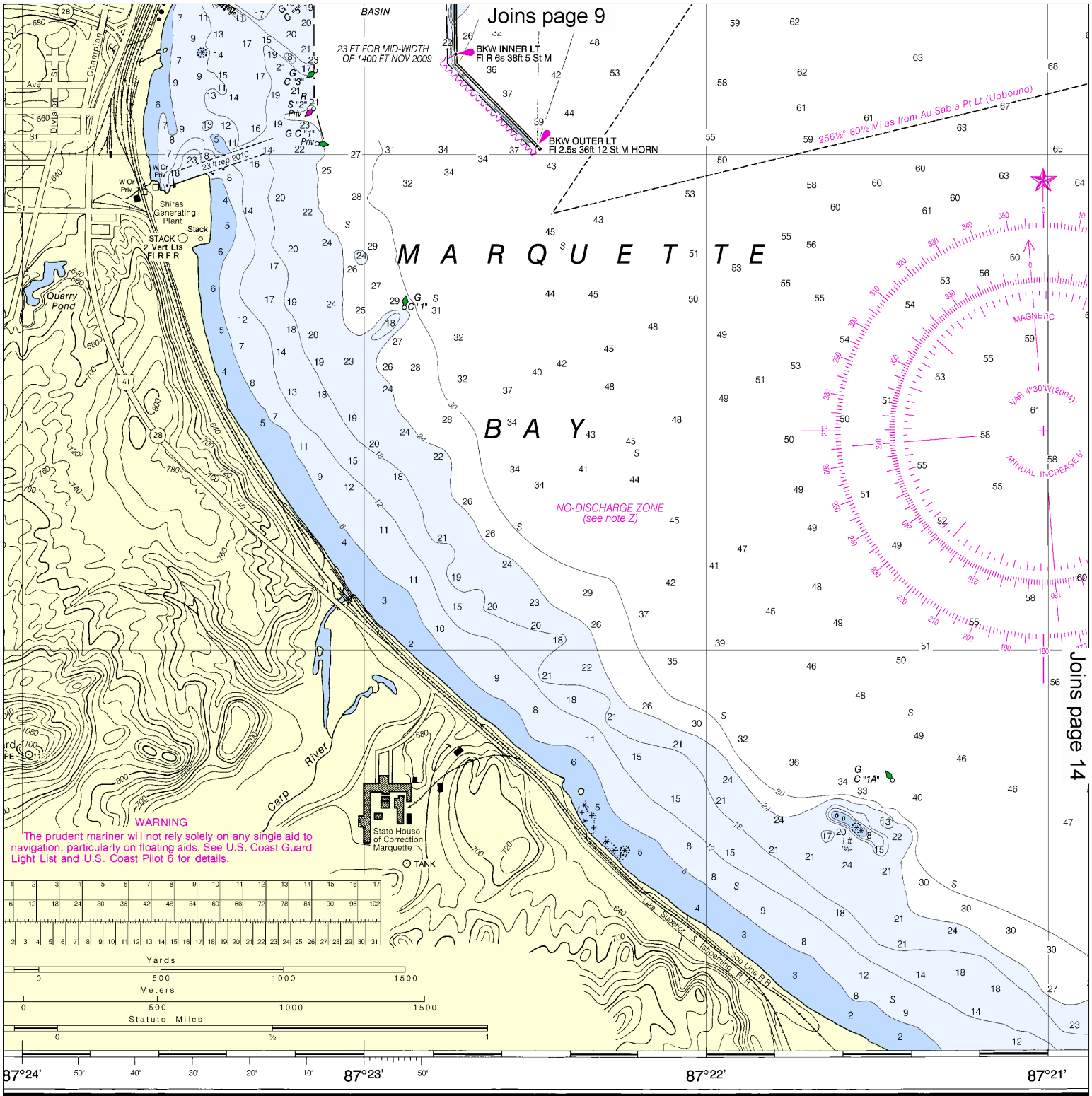
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Marquette and Presque Isle Harbors

SOUNDINGS IN FEET - SCALE 1:15,000

to agree with this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

COAST SURVEY

STATES - GREAT LAKES

UPERIOR - MICHIGAN

RQUETTE

AND

E ISLE HARBORS

Polyconic Projection
Scale 1:15,000
rth American Datum of 1983
World Geodetic System 1984)

SOUNDINGS IN FEET

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.S. Coast Guard Light List for supplemental information

For complete list of symbols and abbreviations see Chart

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CAUTION

POTABLE WATER INTAKE

g in fresh water lakes or rivers shall not discharge
r bilge water within such areas adjacent to domestic
designated by the Commissioner of Food and Drugs
onsult U.S. Coast Pilot 6 for important supplemental

DINGS IN FEET

Joins page 13

Joins page 10

BASIN

23 FT FOR MID-WIDTH
OF 1400 FT NOV 2009

BKW IN
Fl R 6s

Champion St

Blemhuber Ave

Genesee St

Adams St

Tank

Hampton St

W Or Priv

Shiras Generating Plant

STACK
2 Vert Lts
Fl R F R

Stack

Quarry Pond

Orianna Brook

23 ft rep 2010

M A R

B

Mount Mesnard
S'PIPE

Carp River

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

State House of Correction Marquette

TANK

FATHOMS
FEET
METERS

Yards
Meters
Statute Miles

87°25' 87°24' 87°23'

CAUTION

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NATIONAL OCEAN SERVICE
COAST SURVEY

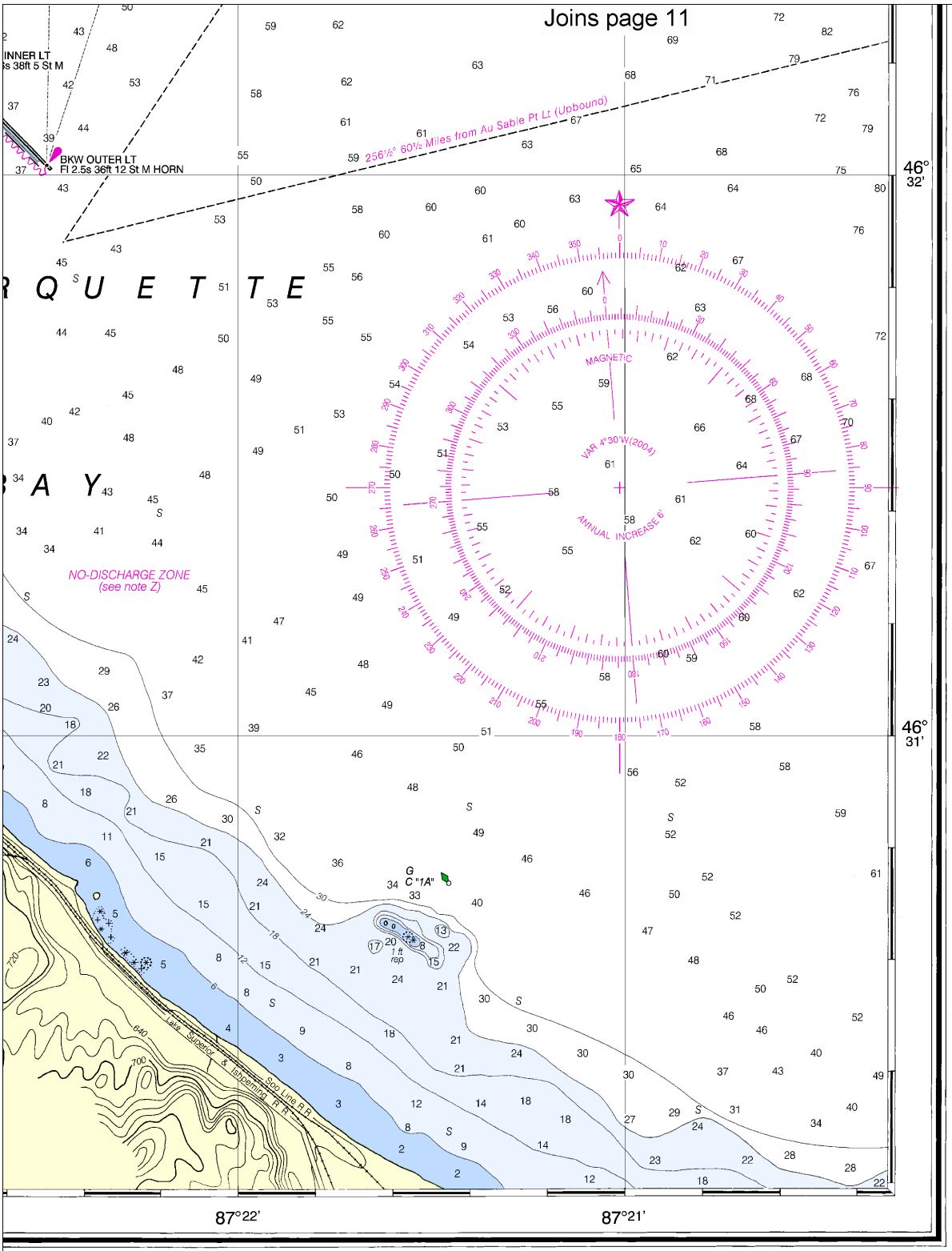
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles

Yards



Marquette and Presque Isle Harbors

SOUNDINGS IN FEET - SCALE 1:15,000

14970

ED. NO. 26

NSN 7642014010711

INGA REFERENCE NO. 14XHA14970

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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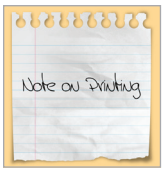

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